

THE CHINA MAIL. PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 20th DECEMBER, 1866.

BIRTHS.

On Saturday evening, 15th December, 1866, at St. John's Hospital, Hongkong, by the Rev. G. M. Warren, M.A., the wife of N. B. Dwyer, Esq., Editor of the *China Mail*, of a Son, which survived only a few minutes.

At Hongkong, on the 17th December, the wife of A. G. Hoag, Esq., of a Daughter.

On the 18th instant, Mrs. H. H. Cairns, of a Daughter.

MARRIAGE.

On Monday, 18th December, 1866, at St. John's Cathedral, Hongkong, by the Rev. G. M. Warren, M.A., EDWARD SOLIS, H.M. Consular Service, Army, to K. L. PEREIRA SOBRINHO, youngest daughter of the late Rev. J. Smith, Dean of Long Baskin, Northamptonshire, and Probandary of Litchfield. No Cards.

SUMMARY OF NEWS.

We have no further news from the North to record since our last issue. Locally the week has been a quiet one, nothing of a startling nature having occurred to break the monotony of Colonial life. The Harbour and Coasts Ordinance and the Registration Ordinance are to become law on the 1st proximo.

A proclamation has been issued by the Governor to the effect that the capital of the Hongkong and Shanghai Bank, subscribed for by deed, is five million dollars, and that more than one-half of such capital has been paid up.

The Rev. C. F. Warren is appointed to officiate as Acting Colonial Chaplain, vice the Rev. J. Wilson, from the 5th instant until further notice.

It is notified that the Holidays customary at Christmas and New Year shall be kept from the afternoon of Saturday, the 22nd, to the morning of Wednesday the 26th instant, and from the afternoon of Saturday, the 29th instant, to the morning of Wednesday, the 2nd January, 1867.

A Resolution has been passed at a Meeting of the Executive Council on the 12th instant, that till further notice the Seigniorage charge for Mining at the Hongkong Royal Mint be reduced from 2 to 1 per cent.

We observe that the HONGKONG HOTEL COMPANY have at length commenced operations in good earnest, and the house formerly occupied by Messrs Dent & Co. will shortly be completed for the reception of guests. As a general boon to the Colony the public will be glad to learn of the vitality of the Company, and further that its prospects are highly encouraging to those interested in it. It is expected that accommodation for about thirty people will be available in about a month or two weeks, and the many single men now seeking for an establishment combining the advantages of an hotel and private boarding house will then have an opportunity of forming an opinion of the organization of the new hotel.

It will occasion some surprise and much regret among the public of Hongkong to learn that the connection with Hongkong of the Rev. Dr. Legge, the well known Sina-logue, and whose name has become a household word in the Colony, will shortly terminate. A short time ago a circular was issued stating that the Rev. gentleman was desirous of being relieved of the charge of the Union Church, owing to the pressure of other duties, and in view of his departure for Europe at no distant day. Under these circumstances it became necessary to make provision for a successor, and a meeting of the Congregation was held, at which certain arrangements were entered into, and the Committee of Management felt authorized to communicate definitely and satisfactorily with the London Missionary Society. It appears that the Society have anticipated the action of the Committee. On Sunday morning Dr. Legge intimated from the pulpit that, before the resolution of the Congregation could have reached home, the Society had despatched the Rev. D. B. Morris, who might be expected in the course of a month, to take entire charge of the Church. Dr. Legge remarked that it would afford him infinite pleasure if in a few weeks he ended his long direct pastoral connection with the Church in the knowledge that satisfactory financial arrangements for his successor were complete. There was still a deficiency in the amount to guarantee. A few gentlemen had offered to accept the responsibility, but he felt that the privilege of supporting their Minister should be shared by the congregation, and he hoped it would be recognized.

A letter has been received from an officer of the Prussian corvette *Vineta*, dated Valparaiso, August 10, stating that they had received orders and were preparing to sail for Shanghai, only touching at Honolulu. They will be reinforced by some smaller vessels and gunboats, it being the determination of the Prussian Government to assist the other naval Powers of Europe in putting down piracy in the China seas effectually. The case of the French barque *Hongkong* has been the theme of comment in the French papers. It will be remembered that after the mutiny of the coolies the vessel was picked up at sea by the steamer *Fischer*, and claimed as a derelict. The Admiralty Court of Hongkong however did not take this view of the case, and simply awarded

proportionate sum as salvage. The French papers praise the high sense of justice evidenced by this decision, as it would be a hard case if a vessel, found under such exceptional circumstances as these, were to be considered as abandoned.

As every incident connected with the late great race of clipper-ships is read with interest, we have pleasure in recording the fact that both the *Taeeping* and the *Serica*, (the first and third vessels), were fitted with Cunningham's reefing top-sails; and also that the owner of the *Erl King* has become so strongly convinced of the value of the invention as an auxiliary to expeditious voyages that he has ordered the ship, which was before a double-top-sail ship, to be immediately fitted with Mr Cunningham's patent.

We extract from our contemporary the *Press* the following account of a brush with the pirates:—

On the 12th instant, the boats' crews of H.M.S. *Salamis* (Commander Suttie) and H.M.G.B. *Janus*, (Lieut. Commr Johnson) had a brush with pirates at a place named *Tui Nio* on the West Coast of the Island of Tonga. Acting on the information received from the Mandarin of Quang-Hai, Commander Suttie landed with the above force numbering about 45 men and officers, for the purpose of reconnoitering this locality, which appears to consist of a large mangrove swamp, lying behind a barrier of sand, and skirted by high and thickly wooded hills. In one of the creeks, by which this swamp is intersected, were three junks, and five snake boats, on approaching which, the party was fired on, from several directions, whilst a straggling force of about 200 men (as nearly as could be ascertained) were seen to be making off towards the hill, carrying with them, as usual, all they could conveniently bundle together at a short notice: some however remained in the brushwood on the near hill side, and continued a straggling fire with by no means a bad aim; one bullet, (amongst other "close shaves") passing within a few inches of Commr. Suttie's head. Of course these ruffians were speedily dislodged, and several of them shot, whilst scrambling up the hill. In the meantime, Lieut. Johnson, with six men, pursued the main body of retreating Pirates, and had arrived within 200 yards of them, when a party of about 40 made a stand in a small gap, where they planted a red and white flag, and commenced firing with a rapidity and precision which might have given us a sadder tale to tell, had not a bank been fortunately at hand, behind which Lieut. Johnson halted his men and having extended them in skirmishing order, kept up a steady fire on the gap, which in about ten minutes, effectually dislodged the enemy. He then proceeded to take possession of the position vacated by the pirates, and as they were mustering in force at the head of the valley some 800 yards on, halted for reinforcements: these soon came up, but with orders to retire from Commander Suttie, who very sensibly deemed it inexpedient to follow far, in an unknown country, a force whose strength he had not been able to ascertain. The junks and snake boats were all effectually destroyed, and after having thus crippled the resources of the pirates, the boats returned to their ships, fortunately in that very desirable state, on these occasions, *without a man hurt*. *Tai-nia* is likely yet to be the scene of further operations; as out of the force, which is certainly not under the member we mention, and is comparatively well organized, no more than 10 or 12 can be counted as killed and wounded in this affair.

We must refer our readers to another column for the judgment recently delivered in the case of Dent & Co. versus McPhail. As a precedent this judgment possesses unusual interest.

The weather still continues fine and healthy, the thermometer averaging about 55°.

THE ORDINANCES AND THE CHINESE "ORGANS."

AMONGST the Notifications to which publicity is given in Saturday's Gazette, are one or two demanding special attention and acknowledgement, as evidencing the intention of Sir Richard MacDonnell to lighten in every way consistent with the object aimed at, such provisions of the new ordinances as would be likely to bear heavily on the really respectable and honest members of the native population. We allude to certain fees connected with the Registration ordinance. The amount to be charged to each servant, for instance, is fixed at the exceedingly low sum of twenty five cents—so small an impost that we should almost fancy that all the native loaders of the neighbourhood would attempt to register themselves, if possible, to get the semblance of a good character. It may be well, by the bye, to draw the attention of Europeans to this notification, which can hardly be said to have been "publicly made known" by insertion in the *Government Gazette*, as that periodical is like some men's Bibles—never consulted unless they are in need of information. A second notification announces a fee of 25 cents for a fresh certificate upon householders removing, instead of the three dollars provided for in the second schedule of the Ordinance.

The very low rate at which these amounts have been fixed should be sufficient to demonstrate to the Chinese population that the object of imposing such fees is not that of revenue. Some singular misconceptions are existing amongst the natives on this and other points, and there does not seem to be any reliable public channel of communication between the Government and the native Governed. It would hardly be believed at home that there are but six European officials in Hongkong who understand the language of the one hundred and twenty thousand Chinese in this Colony. These gentlemen moreover, form the only reliable official means of communication between our authorities and the natives, and as three of them are still students, it may not unfairly be presumed that but three gentlemen represent the whole fully qualified interpretatorial power at the disposal of the Government. There are several missionaries and other residents who are fully qualified as interpreters, but who cannot be expected to possess the leisure or inclination to render gratis services of this kind; and there are a number of Chinese who have made good progress in English, but who would make a curious hash of putting a quotation from a book on international law, for instance, into Chinese. This far our verbal interpreters. Our facilities in the way of print are almost equally restricted. Officially, we have the *Government Gazette*, which may chiefly be described as a praise-worthy attempt to render into Chinese and publish official matters important to the natives. It has never received (at all events of late years) anything like proper European editorial supervision, for the simple reason that to edit it properly would require the undivided attention and time of at least one European well acquainted with the Chinese language. We have only to refer to numbers a week or two back to support our assertion, and we do not see how it is possible that with the numerous duties devolving upon them, the gentlemen who have exercised a general supervision over it could have well done more than they have accomplished. Furthermore a *Government Gazette* for the natives requires to be something more than a dry record of official facts or translation of papers originally prepared in another language. It must of course be exclusively a government organ, but it should in many cases contain explanatory notices carefully drawn up to prevent misapprehension on the part of its readers, who are vastly different in intellectual status from those who peruse the English edition.

The last public medium of communication with the Chinese to which we would draw attention is the Chinese version of our contemporary the *Daily Press*. As a private undertaking it cannot of course be criticized in the same manner as a government production, but it must be acknowledged that the responsibility devolving upon the editor of such a publication is onerous in the extreme. The Chinese in their recent petition respecting the new ordinance referred to certain erroneous ideas conveyed to their minds through this medium. We do not in this drawing attention to its deficiencies attribute any responsibility to the editorial staff of the English *Daily Press*, being perfectly aware that the two papers have no connection with each other further than containing in some cases similar items of news; and that the Chinese edition is not, as popularly supposed, a translation of its English companion. But we have sometimes noticed its singular inaccuracy in dealing with public questions, which we have reason to believe arises rather from the fact of its contents appearing under Chinese supervision, than from any intentional error. As a great power for good or evil it is surely the duty of proprietors to ensure its being at least a transcript of all that is essential to Chinese constituents should know, and that the intelligence should be conveyed without any taint of political feeling. We shall not aspire to the censorship of our Chinese contemporary, but investigation to which recent circumstances have led induces us to believe that the Chinese *Daily Press* is as guilty of sins of omission and commission as its foreign counterpart is, and henceforth we shall regularly "eye it over." It is only fair that we should give this caution, and we are quite sure that our meaning and intent will be perfectly understood.

MISSIONARY SQUABBLES.

THE *Foochow Advertiser* has become the battle ground of a contest not often publicly carried on, for it is seldom indeed that Roman Catholics and Protestants avail themselves of the columns of a paper to discuss their respective modes of proselytism. We cannot, however, but hail this as a good sign of progress, believing as we do that the representatives of each section of the religious world have something to learn from their opponents. So far from such a discussion being unsuitable to the columns of a paper, as some appear to think, it is of the highest public importance in a political aspect, the history of Christianity and civilization in the East being so strangely interwoven. Hence the question possesses a vast interest for foreign residents in China, quite irrespective of any religious feeling on their part; and it is perhaps from such a point of view that the calmest and best judgment can be passed upon the merits and defects of the rival systems which are now employed to evangelize China. If we grant that the certain "salvation" of one individual is of more importance than preparing the way for the eventual Christianizing of millions, we can of course find nothing to object to in the plan pursued by members of the Protestant communion. But we cannot but think this belief inconsistent with everything that we now conceive of the Almighty. We can of course, even in the matter of religion, only argue from the known to the unknown; and nothing has contributed more to clamp religious effort in China

than the tendency of religionists to reverse this process, and argue from the unknown to the known—in other words to assume some point in the grand Almighty scheme of creation, which is incapable of proof, and to advance arguments based upon "belief," which very naturally fail to convince those who are destitute of any religious enthusiasm. A well known and much regretted missionary, who died a few years since, was once discussing this question of missionary labour in China with a friend who was sceptical of any general success attending protestant missionary labour as at present carried on, and on advancing some rather strong remarks, as to the future Evangelization of China, was met by the original observation, that "the revd. gentleman appeared to be well informed on the foreign policy of the Divine Government." Quaint or almost profane as this remark may seem, it precisely expresses the dogmatic conviction of those who fancy that their own well meaning plan is exactly that which Providence is about to carry out, aided by their important efforts.

The personal squabble between the "admirers" of Roman and Protestant missions throws but little light upon the really important question at issue: How can China best be prepared for ultimate Christianizing and Civilizing? It is useful in directing public attention to the defects in all the systems at present pursued; and we refrain from noticing the mutually disparaging remarks offered by each writer respecting the co-workers of his opponent, as they partake too much of personality for the general question. But we offer a suggestion for the consideration of missionaries at large. Why not call upon every individual to state in writing, not his opinions of the defects of other systems, but his own ideas as to the most effectual way of gaining the great end which presumably at least each missionary has at heart? A series of essays referred to a committee of men of acknowledged reputation and ability would throw some valuable light on the questions under dispute. But each writer would have to cast aside all personality, not even indicating the authorship of the remarks forwarded. This at least would tend to more practical good than the publication of illogical letters directed against other sections of the Christian church, such as some of those we have lately perused in the columns of our *Foochow contemporary*.

THE MINT REPORT.

THE unfortunate Mint is the subject of a recent article in our contemporary's columns, but it is somewhat difficult to discover what conclusion the writer has arrived at beyond an opinion that the Governor should have made every step of the matter pertaining to the commission public. We can fully understand the reasons which have induced the course His Excellency has pursued, without in any way affecting the exclusive knowledge of which our contemporary seems to be in possession. Three gentlemen, each occupying an important position, and representing the various opinions held by the Hongkong public, were appointed to express an independent judgment on a matter which required much careful consideration, and it was desirable that they should be unbiased by the expression of outside opinion until they had made up their minds as to what they intended to say. Under such circumstances any publication of the instructions under which they acted was not to be expected, but now that a reasonable motive no longer exists for withholding from the public the instructions or questions and the report, their publication should not be delayed beyond a necessary time.

Our contemporary implies that the Governor had first of all led Captain Kinder to indent for the requisite machinery, and then used the demand as an argument against the Mint's continuance. The facts may be so, but the "art of putting things" shown by our contemporary gives them an unwarrantable appearance. Nothing is more natural than that His Excellency should say, "Let me know in what you are deficient, in order that the Commission may have full data to go upon"—a remark which would imply something very different from the action ascribed to him by our contemporary, which rather makes it appear that the Governor suggested the deficiencies, and then urged their existence as a bar to keeping the Mint open. Like our contemporary, however, we hope to see the whole proceedings of the Commission given speedily to the public. Whatever may be the conclusion come to, the opinions of the gentlemen composing the commission are deserving of the utmost attention, as being founded—in the case of two of its members—on no inconsiderable experience of trade and finance. Mr. Mercer's position is rather that of an impartial observer, personally uninterested in either, but publicly interested in the utmost facilities being afforded to everything bearing on the welfare of the Colony. The general question is of far more than local interest, and so the report will possess an unusual value.

A SCOTCHMAN was on his way to London. Beside him in the train was a fellow-passenger, with whom he entered into conversation, and they soon became quite intimate. During a pause in the conversation, the gentleman reached back his hand in the direction of his pocket in his well-worn coat, saying, "I believe we must have snuff." On this, the Scotchman, by a series of vigorous blows, immediately proceeded to set his nose in order for the reception of the titillating powder. But, after searching all his pockets in vain, the gentleman found snuff-box on leaving home. With the most utter dismay pictured in his countenance, he, on hearing this announcement, cast a reproachful look at the gentleman, exclaiming, "My good man, what made you do that? I had as much in my nose as you had carried me to London!"

THE REGISTRATION OF SERVANTS.

MOST, if not all, of our readers are aware that the registration of servants under the new ordinance will, in a few days, become part of the practical law of the colony. We have however good reason to believe that a great number are ignorant of the fact that they, the masters, are responsible for the due registration of their servants; a fine being, according to the Ordinance, imposed on all who employ unregistered servants. A good deal of nonsense has been talked about the absurdity of making the masters responsible. If those who are of this opinion will, however, just reflect for a moment how utterly inoperative any scheme of Registration would be which depended for its fulfilment entirely on the option of the natives, they will perhaps admit that the idea of throwing some responsibility upon the masters is not after all so preposterous. Masters are liable to a fine if they keep in their employ unregistered Chinese. Hence each master is compelled to ascertain that his boy, cook, or coolie is the possessor of a certificate of registration, and furthermore is obliged to take charge of this certificate so long as the servant remains under his protection. Supposing the matter to have been left to the discretion of the Chinese, who, except those out of employment, would trouble their heads about the matter? They would trust to their master for getting them out of any little scrape so long as they continued to bear a good character in his eyes, while if they intended to do wrong, their standing in their employers' eyes would be no bar; and of course, as hitherto, identification would be almost an impossibility.

We have dwelt upon this portion of the Registration Ordinance because we observe that our contemporary speaks in a depreciatory tone of the provision respecting the master's liability. It may possibly be a source of inconvenience to some who have hitherto trusted entirely to their comparatively in matters relating to servants; but it is rather a boon than otherwise to those who do not boast one of those useful gentry on their establishment. But granting it to be an universal inconvenience, it has been admitted upon all hands that an effective Registration scheme is absolutely necessary for the safety of the colonists, and the inconvenience, if such it be, should be accepted in a spirit of goodwill, as a slight personal contribution in aid of the efforts of those who are endeavouring to regenerate the native status of the Colony. Reforms are generally troublesome matters to all concerned: to those who enforce as to those who have to obey them; and it is to be hoped that this consideration will prevail, to render the community at large willing to render cheerful aid in carrying out what are undoubtedly at first sight disagreeable, though must needed, measures.

As to the fears expressed respecting the delays which may occur in granting the Registration tickets, we cannot see that they have any great foundation. It is not to be supposed that householders will be so foolish as to send their entire staff of servants to the Registrar General's Office at the same moment. In a large establishment one servant might be directed to apply daily so that in ten days, for instance, the ten servants in any one house would have obtained their certificates. As to the time granted viz., one month, for effecting the registration of all the servants in the colony, it will of course be extended if it be found that a longer period is required. A similar rule respecting "time" prevails as to the payment of rates and taxes, but it cannot be asserted that the limit laid down is adhered to with such accuracy as to seriously inconvenience those who have to pay. Believing as we do, in common with almost the whole foreign community of Hongkong, that the new ordinances respecting Chinese are calculated to do an immense amount of good, we regret to see objections made to such of their details as tend to throw a little trouble or responsibility on the colonists for whose benefit these measures have been chiefly framed. Still more do we regret that such objections should be stated to the Chinese; as, unaccustomed like ourselves to recognize that free freedom of discussion by no means implies authority or weight on the part of those who capriciously object to the measures they discuss, they are apt to be influenced by what appears in type to a much greater extent than our own countrymen. We shall await the views put forth on this subject in our Chinese contemporary with some interest.

THE "RIFLEMAN'S" SURVEYS.

WE beg leave to call the attention of those of our readers who are interested in the progress of nautical science to a Hydrographic Notice which appears below, the result of the most recent surveys in the China Sea, made by Captain Reed, and the officers of H. M. surveying steamer *Riflemen*. It is impossible for any one at all acquainted with the navigation of those waters not to perceive at a glance the great value of the information contained in this notice, for it relates to the opening of a shorter and safer route to the Palawan Channel. It is well known that light winds and smooth water prevail close to the Borneo Coast at times when a strong monsoon and accompanying heavy sea would be found in the route ordinarily pursued by vessels bound to the Palawan, viz: through the *Nomina* and between the *Royal Charlotte* and *Louisa* shoals. The route by the Coast of Borneo is also shorter and more direct, and furnishes landmarks sufficient to guide vessels safely, independent of astronomical observations. Notwithstanding these manifest advantages, this route, owing to the reported existence of certain dangers said to lie right in the fairway, has not hitherto been considered safe for general adoption. The surveys of the *Riflemen* having now proved, however,

that those dangers have no existence, it results that this, the shortest, safest, and most convenient route to the entrance of the Palawan, is now made available for the numerous steamers proceeding to China against the North-east monsoon.

Captain Reed, in the Hydrographic Notice referred to, observes that "by the ordinary route much difficulty and delay frequently occur in making Low Island and in passing between the *Royal Charlotte* and *Louisa* shoals," and it seems well worthy of remark, and deserving the serious attention of navigators, that even whilst the notice was in press, news reaches us, that the steamer *Catherine* appeared on her last voyage to China, struck on this very *Royal Charlotte* shoal, and was obliged to remain there for 24 hours and throw overboard 2000 bales of Cotton before she could get afloat again.

The Hydrographic Notice below is the third we (*Strait Times*) have published from the *Riflemen* this season. The first contained an account of the survey of the *St. Spirit* and *Heles* shoals, and the clearing away of all the doubtful dangers in that neighbourhood; this was very useful work, for these dangers were reported to lie right in the track of vessels proceeding down the China sea inside the Paracels—the ordinary route in both monsoons. The second notice referred to the survey of the *Flyer* Cross shoals—upon which several vessels are known to have been wrecked.

"RIFLEMAN'S" SURVEYS.—See Admiralty Charts—China Sea, Sheet 2; and N.W. Coast of Borneo, Sheets 3, 4, 6, and 7.

Vernon Shoal is a large coral bank off the island of Labuan, having a dangerous group of rocks upon it, and a patch of 24 fathoms upon another part of it. The bank lies between the parallels of 5° 39'—5° 50' N., and the meridians of 114° 57'—115° 7' E., and is in the form of an irregular triangle, having its base—6 miles in length—to the south-westward and its apex to the north-eastward, extending in those directions about 12 miles.

H. M. S. *Fury*, in 1858, crossed the western edge of the bank when breakers, about 13 miles in extent, are reported to have been seen, and which were no doubt over the group of rocks above-mentioned.

This formidable danger is nearly 3 miles in extent, and consists of coral patches with 2 to 3 fathoms water over them, and several detached rocks, one or two of which nearly uncovered at low water. These rocks are pinnacle shaped, with 4 to 5 fathoms around them, so that in fine weather vessels will do much break of the sea over them, and sometimes none at all probably. The centre of the group is in lat. 5° 49' N., long. 115° 21' E., and with the eye about 18 feet above the water, the highest part of Labuan (300 feet) is just visible, bearing S. S. E. 3 E.

The soundings on the other parts of the bank are very irregular, with several patches of but 4 and 5 fathoms, and on the western and northwestern sides of the bank is a sort of curved coral wall, convex to seaward, having from 4 to 6 fathoms on it, 14 to 19 fathoms inside of it, and 20 to 30 fathoms close to, outside of it. The rocks being situated from 2 to 3 miles inside the edge of the bank, the land, if carefully attended to, will give warning in sufficient time to avoid them. But large vessels should on no account make free with this dangerous bank; and even small vessels will do well to give it a wide berth, for the currents in the vicinity are very uncertain.

The 23-fathoms patch is near the north-eastern extreme of the shoal, in lat. 5° 49' 20" N., long. 115° 6' 20" E. It is a small coral knoll, surrounded to some little distance by soundings of 4 and 5 fathoms. This part of the bank should also be avoided by vessels.

Samarang Bank, its centre in lat. 5° 34' N., long. 114° 53' E., is an oval shaped coral bank 3 miles long and 4 miles wide, its length being in an E. to N. and opposite direction; the general depths upon it are from 4 to 6 fathoms, and the least water found was 3 fathoms. From the centre of the bank the highest part of Labuan (300 feet) bears S. E. by E. 1 E.

North Ferry Bank—H. M. S. *Fury*, in 1858, passed over two coral banks on her passage to and from the island of Mooro, on the north-west coast of Borneo. One of them seems to have been the western part of the Vernon shoal—as mentioned in the description of that danger given above; of the other, the following account has been published.

"The second bank," in lat. 5° 56' N., long. 114° 50' E., was also about the same length (4 or 5 miles) east and west, and as far could be judged from the discoloured water, 8 miles in breadth. No breakers were seen. The bank appears to be steep to, and was first struck on one side with a depth of 11 fathoms, and on the other with 7 fathoms. The vessel was when steered West 11 miles, when the soundings shoaled to 13 fathoms, when the shoals of 4 fathoms, and then suddenly deepened to no bottom with the lead. The soundings on this bank were very regular."

Some mistake must, however, have been made in reporting or publishing the position of this shoal, for after a most careful search, the *Riflemen* being employed 5 days steaming over and round about the locality, it could not be found, and it is certain that no such shoal exists there. The description given of it would apply exactly to the Samarang bank, and it is very possible that the error may consist in the figure 3 in giving the latitude, which instead of being 5° 56' N.,—as it now stands, should be 5° 36' N.,—the latitude of the Samarang bank.

Cava Shoal, a doubtful patch of 3 fathoms, in lat. 5° 51' N., long. 115° 30' E., was brought on the Admiralty chart from the old charts of Hongkong—was searched for in vain; on the spot bottom (mud) was obtained with 45 fathoms of line.

Euphrates Reef; Kirtan Shoal.—These very doubtful dangers—also from the old charts of Hongkong; but of which we possess no account—are placed between Barran point and the South Luconia shoals, right in the fairway of vessels proceeding to and from the Palawan by the inner route along the coast of Borneo. The *Riflemen* was steaming for 3 days over and about their reported positions, the weather and other circumstances being extremely favorable for seeing shoal patches, but nothing of the sort was seen, nor could bottom be obtained on the position ascribed to the Euphrates reef with 600 fathoms of line.

The *Riflemen* had, 3 years before, passed over the spots without any sign of danger being discovered; and H. M. Gunboat *Forester* was cruising in the vicinity for 3 days with the same result. It is therefore recommended that the charts be cleared of these dangers.

Cruiser and Samarang Rocks, off Cape Singang, West Coast of Borneo, appear on the chart as two distinct dangers, but with

a note to the effect that of them really exists. Carefully examined in 1858, and the *Cruiser* close to the spot ascertained that the dangers of the Samarang Shoal, especially the vessel proceeding to China Channel, against the route by the Api of Borneo presents no danger. First, light smooth water will offer the Borneo coast, which is blowing a hundred miles the Api Passage round land-marks to lead a pedionally to the entrance, whereas by the difficulty and delay making Low Island, the *Royal Charlotte* and the *Palawan* Channel. The route to the Passage could not be long as it reached the Api of Borneo, keeping Marundum rather than passed Marundum a course is clear right the Palawan Channel, South Luconia shoals, and keeping as close until abreast of the Api, which is a very small may make considerable

Master in Command of the *China Sea* Survey, Singapore, 18th November.

THE HARBOUR PARTMENT ORDINANCE.

WE are not aware of which it is proposed, but of officers, comprising harbour master, but which it will be no great changes to our department to fulfil upon its resources the new ordinances, officer at least is required property fulfil the duties of the foreign vessel, beyond the ordinary and intelligence which assessed by those holding. With the registration, however, and the new by imposed upon the assistant Harbour Master work will devolve upon which one officer, who possibly be expected, and we think assistance he may receive officers unacquainted with of small value. Ordinary staff of Chinese officers is necessary to even partially fulfil post. Whether or not obtained in Hongkong, but, without some very, certain that it suffer from its direct, and the public generally, subject writes some, peering a paragraph issued by the Harbour, proved by the Governor, "patient explanation" mistakes committed, better calculated to hereafter than a more abrupt policy." The comment by saying, "able clause is added, impressing all officers with the necessity of dinance in as gentle and winds up with the conclusion that "this worst of it being the enforcement of the consistent with the spirit indicated, and to make laws on they are to be broken the carrying out of a utmost forbearance; due execution is understood that it and the public generally, well obeyed, although ignorance may be punished. For think the instruction decidedly good and description given in by our contemporary requisite in any office, more than satisfactory, a considerable amount of crime combined and indulgent forbearance, but probably that he hardly be found to playes of the Harbour as very similar ones, generally found in men police force, we may will produce a few in for the posts in question.

Seeing how the Colonists are involved in the proposed bill, we cannot but feel that the establishment at finding dresses itself far from an intellect confined at the steps taken to of the case after his approval and sense new ordinances. Any practical sugges

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of carrying on a
between Shanghai
the Northern and
complete set of
ed into Nagasaki
immensely aston-
withstanding the
carriage they h-
will the right of
ing order astonis-
curate description
tinct impression
their conception
is, in all such ca-
doubt the new in-
nents. Not this
turing population
to a man, against
chinery which
lessen, instead
for labour; and
that opposition
intelligent people
a similar growth
army of chi-coo-
Kin-le-yuen tel-
eventually under
the boating po-
railway, dread-
trade which affo-
ally, however, h-
position will be
habit and custom
proposed Kin-le-
end of the wedg-
which the chief
we assume that
in the way of the
the Feung-shui
within the prece-
ment; and every
man, will be in-
than hinder, Ma-
China Daily News

DEMURRAGE
(From the *Shipping*)
We are so in-
formation respect-
and Running day
believe the law, a
matters is but va-
by those engaged
Our present im-
of this nature, we
to know whether
abroad to load
Sundays count.
and holidays, un-
er, are included
may, however, be
the question a-
how far the ques-
law and by custom
of this country, a
reached her place
ordinary Charter-
the ordinary pla-
to the usage of t
that time her."
"days of Demurr-
ly termed, begin-
intermission in
the Charter-part-
copying Sundays
ing the time to
called. Such is
running-days. S-
lar place fixed by
of freightment f-
of cargo, the la-
ship's arrival at
is provided for
tingencies at the
the lay-days will
at the place select-
the whole of the
ed there. And
number of days i-
ording to the us-
days, and not
absence of any co-
contrary, it is we-
computed in the
the Port of dis-
The rule that "r-
of London mean
ing, of course, S-
as far as it im-
the finding, a
the case of Col-
Eldon. But as
ship seems to
the contract of aff-
of the Port, the
as the legal cus-
custom. The cas-
deuts is that of a
Port, probably a
The Charter-part-
running-days, wh-
before a given day
and the Master gi-
the day previously
load. The next d-
"The question is
then arises, wheth-
properly and legal-
day?" These
ly in settling the c-
above-mentioned
no exception respe-
days is made in t
those days count or
are or are not regar-
the Port referred
Contract would be
of the Port. If, h-
stipulated for S-
expressly included
the barter, worki-
Sundays and holi-
days, the custom
notwithstanding
that Demurrage day
of contract, and an-
peuting their pan-
any local custom
always easy so to
avoid any subse-
terms. If our Com-
has occasioned this
insisted on a stipul-
Sundays and holi-
running-days, wha-
tom at the Port of
would matter little
the usage at the P-
other country. Lis-
as with every other
its terms, and it is
are vague—as they
that it is necessary
by local custom. T
of Charter-party
Merchants and Ship-
tion than it does
rassment in which
involved when any-
foully or delay is
foully.

